
Banks.

**HONGKONG & SHANGHAI BANK-
ING CORPORATION.**
SUBSCRIBED CAPITAL, FIVE MILLIONS OF
DOLLARS.
COURT OF DIRECTORS.
Chairman,—GEORGE JOHN HELLAND, Esq.
Deputy Chairman—GEO. F. HEARD, Esq.
W. H. FOSTER, JR., JULIUS MENKE, Esq.
Esq. JAMES B. TAYLOR,
SOLOMON D. SASSOON, Esq.
Esq. A. JUOST, Esq.
WILLIAM LEMANN, JAS. P. DUNCANSON,
Esq. Esq.
Managers.
Hongkong. — VICTOR KRESSER, Esq.

Shanghai, . . . *Chief Manager,*
LONDON BANKERS.—*London and Counties*
Bank.

HONGKONG.
INTEREST ALLOWED
ON Current Deposit Accounts at the rate
of 1 per cent. per annum on the daily
balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
"Credits granted on approved Securities

and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

VICTOR KLESSER,
Chief Manager.

Offices of the Corporation, Wardley House
No. 1, Queen's Road,
Hongkong, March 2, 1888.

Docks.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

CAPITAL—\$750,000.

IN 1,500 SHARES, OF \$500 EACH.

THE COMPANY'S DOCKS at ABER-
DEEN AND WHAMPOA are in full

working order, and the attention of Ship
owners is respectfully solicited to the advan-
tages which these Establishments offer for
the Docking and Repair of Vessels.
The following description of the Premises
is submitted for the information of the
Public.

ABERDEEN DOCK.
DOCK No. 1.
Built of GRANITE

Length,	330 feet
Breadth,	80 "
Depth of Water at Spring Tides,	18 1/2 "
do. Neap Tides,	16 "
NEW DOCK, No. 2.	
Built of GRANITE.	
Length,	400 feet
Breadth,	90 "
Depth of Water at Spring Tides,	24 "
do. Neap Tides,	21 1/2 "
This DOCK is now under course of construction.	

WHAMPOA DOCKS,
DOCK A.

Build of GRANITE.

Length,	550 feet
Breadth,	60 "
Depth of Water at Spring Tides,	16 at 17
do. Neap Tides,	13 at 15

This can be used either as one or two Docks.

DOCK B.

Build of GRANITE.

Length,	340 feet
Breadth,	60 "
Depth of Water at Spring Tides,	13 "
do. Neap Tides,	15 "

The above are the largest Docks in China, and they are fitted with every appliance in the way of Caissons, powerful Steam Pumps &c., to ensure safety and despatch in work.

DOCK C.

Build of Wood.	
Length,	260 feet
Depth of Water at Spring Tides,	14 "
do. Neap Tides,	11 "
Fitted with Caissons and Steam Pumps	

DOCK D.

Length,	164 feet
Depth of Water at Spring Tides,	2.6 "
do. Neap Tides,	2.6 "

DOCK E.	
Length,	120 feet
Depth of Water at Spring Tides,	11 "
do. Neap Tides,	8 "

WORKSHOPS.
The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery. The Engineer's Shop is supplied with Lathes, Planing, Saws, and Cutting, Punching Machines, &c., &c.—capable of executing work on the largest scale, and blacksmith's shops are equally well supplied with plant, and the work is entirely carried on in the most superior manner.

Powerful Lifting Shears stand on a Jett

BOILERMAKERS' DEPARTMENT.
The company in addition to executing Repairs are prepared to tender for supplying new Boilers to Steamships for constructing which they have great facilities.

FOUNDRY.
Iron and Brass Castings, - either for Ship
or general purposes, are executed with the
utmost despatch. —

STORES.
The Company's Stores will (when re
quired) supply at moderate rates all the
necessaries for Ship-work, such as Paint
Corner. Canvas, &c. &c.

STEAM TUG.
The Company's powerful Steam Tug *Kame* (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from

Hongkong to the Dock free of charge, and will take them back or to Sea at reduced Rates.
For further particulars, apply at the Office of the Company, d'Aguilar Street Hongkong.

JOHN S. LAPRAIK,

N. B.—The Consignees or Master of any Vessel seeing reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address the Secretary on the subject—when their complaints will receive their immediate attention at the Directors of the Company.

Hongkong, October 13, 1866.

POST-Office
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Mr J.
 rector, Instit
 and; and
 of Dr
Offices—
 Hongkong,

Advertisements.

Published weekly. — Subscription (Exclusive of postage) Tls. 12 per annum; payable in advance.

SUPREME COURT AND CONSULAR GAZETTE,
AND
LAW REPORTER FOR THE SUPREME AND PROVINCIAL COURTS OF CHINA AND JAPAN.

THE Gazette is a General Weekly Newspaper, containing Officially Revised Reports of Cases heard at the Supreme and Consular Courts, Police Cases, and Proceedings in Bankruptcy; Original Articles; Notes of Public Meetings; News of the Week, Commercial Summary, &c., &c.

Advertisements will be charged Tls. per 10 lines, for the first insertion, and 50 cts. per 10 lines, for each subsequent insertion.

Shanghai, January, 1887.

Hongkong Lightering and Storage Co.

THE above Company is now prepared to LIE or SHIP Cargo in first class Lighters, and to take the entire discharge of ships by Contract. Also to STORE Goods in first class Granite Cellars at moderate Rates.

J. S. HOOE, GOW & Co.,
Managers.
Hongkong, December 17, 1887.

PORTRAITS.

M. R. J. THOMSON is prepared to take PORTRAITS, VIEWS and other PHOTOGRAPHS—Rooms, Commercial Bank Buildings, Queen's Road.
Hongkong, March 11, 1868.

SHANGHAI STEAM NAVIGATION COMPANY.

NOTICE.

HOLDERS of Certificates of Shares in the Shanghai Steam Navigation Company are requested to send them to the Agents of the Company, to be replaced by Receipts representing the amount of the old shares and the stock dividend added, pending the issue of New Shares Certificates.

ROWLEY MILLER,
Secretary & Auditor.
Shanghai, 24th February, 1888.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE Fee on the Transfer of Shares in the Corporation will henceforward be One Dollar for each Certificate issued, instead of Twenty-five Cents upon each individual Share as formerly.

VICTOR KRESNER,
Chief Manager.
Hongkong, March 11, 1888.

GEORGE GLASS,
(FIVE YEARS MANAGER TO KINGSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS)

ENGLISH AND FOREIGN CHEMIST

VICTORIA DISPENSARY, HONGKONG.

SHIPS' MEDICINE CHESTS SUPPLIED & REFITTED.

Hongkong, May 1, 1867.

MR WILLIAM GASKELL,
ATTORNEY, SOLICITOR, PROCTOR AND NOTARY PUBLIC.
REMOVED TO No. 2, CLUB CHAMBERS D'AUSTRAL STREET.
Opposite Messrs D'OLAS LEFRANCS & Co.
Hongkong, August 28, 1866.

WANTED by a YOUNG MAN, a situation as Clerk or Book-keeper. A nominal salary would be accepted, immediate employment being a greater object. Highest references can be given.
Address "H. B. B." Office of this paper.
Hongkong, December 27, 1867.

WANTED
BY a Gentleman just arrived, a Situation as BOOK-KEEPER and ACCOUNTANT. Good shorthand writer; thoroughly understands Shipping and Insurance. Address "H. B. B." Office of this paper.
Hongkong, January 18, 1868.

KONIGLICH PREUSSISCHES CONSULAT.

HONGKONG, DEN 27TEN MAI, 1868.

Die nachstehende Bekanntmachung des Königlich preussischen Consuls zu Japan wird hiernächst zur Kunde der preussischen Unterthanen und Schutzgenossen gebracht.

J. MENKE,
Stellvertreter des Consuls.

BEKANNTMACHUNG.

Da nach offiziellen Nachrichten in Japan der Krieg zwischen Seiner Majestät dem Mikado und dem Zaihuu ausgebrochen ist, und die Beobachtung strenger Neutralität dadurch notwendig wird, so macht der Unterzeichnete Geschäftsreisender Seiner Majestät des Königs von Preussen in Japan die preussischen Unterthanen und Schutzgenossen darauf aufmerksam, dass eine Theilnahme an dem Kriege, selbst in der Eigenschaft als Nicht-Combatant, die Erfüllung von Krieges- und Transportdiensten, die Zuführung und Beförderung von Kriegsmaterialien, Depeschen und zum Kriegszweck gehörigen Gegenständen in preussischen Kaufhandelschiffen für irgend einen der beiden Theile nach den Grundsätzen des Völkerrechts eine Verletzung der Neutralität in sich schliesst und als feindselig gedeutet werden können.

Die im Mittelmeer befindlichen preussischen Kriegsschiffe können daher nach Kriegesgebrauch in Japan verweilen, während die Schiffe und die sonstigen Transportmittel der Wagnung und Confiscation unterliegen, welche auch die Uebrigc, etwa vorhandene, Neutrallitätsgelände La-ung ausgeteilt werden können.

Jede Verletzung der Neutralität durch preussische Unterthanen und Schiffe würde desshalb ausserdem auf die Gefahr aussetzen, dass die in Mittelmeer befindlichen preussischen Kriegsschiffe von der Schutz der Königlich-preussischen Regierung sowie der in dem deutsch-japanischen Verträge bestimmten Rechte und Privilegien verlustig zu werden.

Hongo, Koho, den 18ten Februar, 1868.
Der Königlich preussische Consul.
(gez.) VON BRANDT.

New Advertisements.

for placing this empire
ing as any other country
open to trade and travel

MISCELLANEOUS.

K. COMPANY OF

MPOA, LIMITED.

are requested to take
south CALL of Two
made in two Instal-
ment Dollars each per
will fall due on the
second on the 30th
at Shanghai Banking
Road, Hongkong,
payment thereof will
be made.

of twelve per centum
aged after the above

of Directors,
B. ENDICOTT,
Secretary.

24, 1868.

PANY OF HONG-

KONG, LIMITED.

are requested to call the
Owners, Agents and
Shippers at Hong-

which offer every
KING and REPAIR

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COTT, Secretary,
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MENTS. Address
Mail Office.

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IFICATIONS.

SYDNEY.—
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at 11 A.M.

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March, 1868.

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March, 1868.

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PAPERS ON CHINA

IS NOW READY.

THE Contents embrace articles from the
London Times, *Friend of India*, *Eu-
ropean Court and Consular Gazette*, *China
Mail* and *Shanghai Recorder*. The articles
are as follow:—
The Study of Chinese.
Trans-Himalayan Explorations.
The Romance of Great Tibet.
State of Agriculture around Nankin.
Notes on Chinese Literature.
Doing Honor to a popular Governor.
Native and Foreign Merchants.
The Rival Missions.
Chinese Life at Shanghai.
Chinese Odds and Ends.

RELIGIOUS SERVICES ON SUNDAYS

IN HONGKONG.

St. John's Cathedral.—Morning, 11
o'clock.—Rev. W. R. Beach, M.A., Col-
onial Chaplain. Afternoon 4 o'clock.—Rev.
John Kingston, R.N.

Union Church.—Minister, Rev. D. B.
Morris. Morning Service, 11 A.M.; Even-
ing, 6.30 P.M.

St. Stephen's Mission Chapel.—(Ser-
vice in Chinese.) Morning 10 o'clock.—
Rev. C. F. Warren, Rev. Lo Sam Yuen.
Afternoon 3 o'clock.—The same.

Roman Catholic Church.—Rev. Fa-
ther Raymond, vice-protector. In the morn-
ing, at 5.30, 1st Mass; 6, 2nd Mass; 7, 3rd
Mass; 8, High Mass with Sermon in Por-
tuguese; 9.30, Last Mass, with Sermon in
English. In the afternoon, at 1, Sermon
in Chinese. Evening, 5, Sermon in Por-
tuguese; 5.50, Benediction.

Service in the German language, by Pas-
tor E. Kitzke, on every Sunday, at half-
past ten A.M., in the Chapel of the Berlin
Foundling Home, West Point.

SAILORS' HOME.—Brother Service, at
6 P.M.—Rev. W. R. Beach, M.A.

CHRISTIANIAN SYNAGOGUE.—Lynd-
hurst Terrace. Service at 3 P.M. every
Sunday.

THE CHINA MAIL.

HONGKONG, SATURDAY, MARCH 28, 1868.

NATURALIZATION.

The discussion which has arisen in Great

Britain, America, and other countries

upon the question of naturalization has a

bearing not altogether uninteresting upon

the course pursued in Hongkong and

other Eastern colonies with regard to the

position of natives claiming British pro-

tection. At Singapore and the Straits

settlements, Chinese can, upon the per-

formance of certain conditions, obtain cer-

tificates of naturalization. But at Hong-

kong there does not appear to be any

arrangement whereby a Chinaman can,

out of the Colony, term himself a British

subject or even claim British protection.

If moreover a Chinese holding a Straits

certificate of naturalization presents him-

self at the office of one of the British

Consulates at the Treaty ports, he is

point-blank refused the privilege of

registration and informed that so long as

he remains in China he must consider

himself a subject of the Emperor.

The reasons alleged for this refusal are two-

fold. In the first place, according to

existing law, no British subject is per-

mitted to throw off his allegiance and

declare himself a subject of China—we

of course put the supposition of such a

possibility for argument's sake;—and

secondly, our government is of opinion

that to admit of a Chinese throwing off

his natural allegiance would not only

destroy the reciprocity of the arrange-

ment, but would lead to endless compli-

cations. If, for instance, a Chinese leaving

Hongkong could proceed to Canton,

and be allowed to register himself

as a British subject, he might without let

or hindrance proceed into the interior,

and while profiting by his Chinese dress

and language, commit frauds or crimes,

against the consequences of which he

would claim British protection. Might

not this be the avowed reason for

refusing naturalization to Chinese sub-

jects, and an apparent ignorance of the

fact that outside British jurisdiction no

Chinese is recognised by the Consular

authorities as a British subject has led

in past times to an immense amount of

"talk talk" about the injury done to

"British" interests by a want of action,

and advocacy of their claims, on the part

of Consular officials.

As regards present expediency there

can be no question as to the advantages

of the system thus pursued. Without

doubt the chance of disagreeable compli-

cations is avoided and less disturbance to

peaceful relations between ourselves and

the Chinese is likely to ensue. But we

are not so sure that this very system of

avoiding present disturbances is not in-

creasing the difficulties which will arise

in the not distant future, when China

must be thrown as open to foreigners as

any European country at the present

moment. The argument about the facili-

ties afforded for a native's appearing in

two characters is very simply met by the

obvious resource of arresting him as a

British subject if, under that designa-

tion, he commits any crime in the dis-

tant interior, and forwarding him to the

nearest Consul, where he would be dealt

with in the same manner as a rowdy

Englishman who had committed the same

offence. Doubtless there would be more

trouble given to the Consular officials,

but that has nothing to do with the ques-

tion. The main object, as we take it, of

policy in China is to prepare the way

for placing this empire on the same foot-

ing as any other country, i. e. to throw it

open to trade and travellers just as France

or the United States are open to the world
at large. The great mistake was not
doing this when the treaty was signed.
Of course there would have been compli-
cations—outrages, murders of foreigners,
&c., &c. But those outrages will follow
whenever the "opening up" of China be
consummated, and every act which pos-
sibly the civil day is bad for our future
relations with the empire. On the whole
we should rather that whatever distur-
bances arise should take place respecting
Chinese-born British subjects than those
of *longa fide* nationality, and the opportu-
nity afforded of observing the working of
a new system beset with complications
in the persons of natives would be worth
taking advantage of.

LOCAL.

THE first performance of the Great World
Circus came off last evening and was the
most successful exhibition of the sort which
has as yet appeared in Hongkong. The
two most striking feats of the evening were
the summersault throwing and slack wire
walking, the former especially exceeding
anything we have hitherto seen,—by which
we refer to Astley's or Cooke's some half a
dozen years since. The performers, horse
"Othello" is a veritable wonder, and the
imagination hardly realizes the amount of
careful and gentle training which must have
been bestowed upon him before he reached his
present pitch of perfection. The most
comic of his performances was a horse-
"jump" which created much applause.
Of the other performance it is scarcely
necessary to speak in detail; suffice it to
say that a good two hours' amusement was
furnished to the very full audience present,
which was unusually large for Hongkong,
despite the unpleasant weather. We notice
that boxes containing chairs have been pro-
vided for ladies and holders of season tick-
ets—a marked improvement upon previous
entertainments of a similar sort.

IN issue of the 4th Number of the *China
Magazine*, a notice has been this day sent
round to subscribers, which states that Mr.
J. Thompson, F.R.G.S., F.E.S.L., two
of whose photographs appeared in the last
number of the *Illustrated London News*, has
undertaken the photographs with which the
Magazine will, in future, be illustrated. In
order to give time for the preparation of
these new photographs, which it is neces-
sary to begin printing a month before they
will be required for issue, the publication
of the *Magazine* will be suspended for three
weeks; i. e., "although a number of the
Magazine will still be printed every week,
No. 4 will not be delivered until Saturday,
April 18th. In view of the valuable series
of illustrations intended to be produced,
the conductor trusts that subscribers will
willingly agree to give him this indulgence.
We are sorry that the publishers have con-
cluded to suspend the production of the pho-
tographs. It would have been better to have
issued printed matter weekly, giving the
photographs due for Nos. 4 and 5 with the
6th issue.

THE following appears in the *Echo de Para-
di* of this day:—"The gentleman" who on
Friday last, the 20th March, took from the
banks of a canal on the steam wharf at
Macao, a bundle of letters to our address,
will have the goodness to send them to us
immediately. The canal knows the gen-
tleman perfectly, and our correspondent is
resolved to resort to the authorities if the
said party does not avail himself of the
advice we give him." The "gentleman"
(evalheiro) must surely be a misprint.

TO-DAY'S POLICE.

CURIOUS CASE OF LARCENY.—Two Chi-
nese were charged this morning before Mr.
May with a most original kind of larceny.
First, it appeared from the plaintiff's story,
that he had been staying for a short time in his
plaintiff's house; and one day, on going
to his money box, complainant found that
\$40 had mysteriously disappeared, and
mystery he suspected that the first prisoner
was capable of explaining. Complainant
immediately consulted a district watchman
apparently the favorite detective force
amongst the Chinese—when it was dis-
covered that the first prisoner had "made
tracks" for the Macao passage boat. Com-
plainant and watchman at once followed,
and found first prisoner in the hold of the
passage boat; upon which complainant
asked where the stolen money was. Pris-
oner produced a bag of dollars in a most
compliant sort of way, saying, "That is
all I took away from you." But the amount
so handed over proved to be \$10 short of
the sum stolen. In addition to the bag of
money, watchman wanted to take the
 thief; but the thief and his friend, the
second prisoner, objected; when both were
taken into custody. Upon being asked
what he had said in his defence, the first
prisoner repeatedly referred to the restored
bag of money as sufficient proof that every-
thing was now all right, and that there
was no use going on farther about the
matter. In further reply, he
said that he was in want of money for the
conduct of his business—a not uncommon
complaint—and that he helped himself
from the first convenient "claim." But, as
he philosophically reiterated, "there's the
money back again," which, in his opinion,
squared matters satisfactorily. Such, how-
ever, was not the Magistrate's opinion.
First prisoner was sent to gaol for six
months, and the second prisoner was fined
20s. or received the option of 14 days'
imprisonment.

CHILD STEALING.—Ho Awan, a respect-
able-looking man, charged two Chinamen
with having stolen his son, a boy of six
years of age, on the 17th January. Com-
plainant, who is owner of cargo boat 3677,
stated that he had put his child on shore to
play after which he missed him, until the
22nd, when he heard that he could redeem
him for \$50. Having borrowed that sum,
he paid it through Mang Tai, one of those
"middlemen," who brought back his child
on the 24th. The little boy's statement
was to the effect that another boatman
named Lin Yow (let prisoner) enticed him
away by fruit to a house in "Taipingshan,"
after which he took him to Salt Bay, where
he was kept in a small boat. This Lin
Yow was known to complainant, and the
child also knew him; but when the child
was missing, he did not visit the boat as
usual. Yow Akim (2nd prisoner) was one
of the men concerned in stealing and con-
cealing the child.—As no further evidence
was brought forward, except one man who
deposed to having seen the first prisoner
speaking to the child, his Worship remand-
ed the prisoners for another week, with in-
structions to get that middleman if possible.
Three men and one woman, owners of

fish-
boats, were charged with having
refused to take their boats out of the
Canton steamers, although they had
been warned repeatedly. His Worship
remarked that, if the Chinese would not take
steps to prevent accidents themselves, they
would have to be compelled to do so. The
Harbor was big enough, and he would
punish them in future very severely if they
did not attend to the police orders. Fined
each \$2.

ASSAULT ON THE POLICE.—(Before Mr.
Goodale.)—P. O. Sergt. No. 127 (Indian)
charged two Chinamen named Yun Awan
and Sun Ase with having assaulted him on
the 20th instant. On that evening, about 7
o'clock, he saw a mob collected in First
Street, West Point, to which place he had
no sooner gone than he was knocked down
by the mob. The second prisoner seized
his pistol, while the first prisoner held
him, and he had to call for assistance. A
woman who is now in hospital was wound-
ed in the hip.—Mr. Patrick O'Toole, wound-
ed inspector of police, corroborated this
statement, especially that portion referring
to the pistol.—Sergeant Burns said that
the locality is a very bad one, and that
police had been attacked on former occa-
sions in this place.—His Worship sentenced
the first prisoner to three weeks' hard
labor, and to be publicly whipped in 14
strokes at the expiration of the term. The
second prisoner was not whipped, in con-
sideration of his old age, but he was sen-
tenced to one month's hard labor.

FROM various sources, we gather the
following particulars relating to the Pirates
of the Canton river. On or about the 20th
instant, a Junk coming from Canton to
Hongkong, laden with 1,100 piculs of
Bricks, was attacked and captured in Deep
Bay. Early on the morning of the 24th
instant, information was received to the
effect that a Junk proceeding from Hong-
kong to Canton was attacked the day before
and plundered of Taels 2,300 in silver. On
the same morning, viz. 24th, Her Majesty's
gunboats *Blissard* and *Boomer* left this
port and proceeded up the River, in order
if possible to destroy the nest of Pirates.
Further information must have been ob-
tained, for on the evening of Thursday,
the 24th instant, Inspector Daly left the wa-
ter, police station with despatches, having in-
structions to find the gunboats and deliver
the letters. The Inspector arrived at Castle
Peak Bay about one o'clock on Wednesday
morning, but in consequence of the tide
being contrary, and there being no wind,
anchored for the night. The next morn-
ing, at daylight the tide being favorable,
and there being a light wind, he proceeded
through Urnston-road to Deep Bay, where
he found the Gun-boats, and delivered his
despatches. Inspector Daly, with a lar-
ge view of discovering some of the practi-
cal junks, went round the Lintin Island,
and thence to Cum-sing-moon Bay, landing
at various places, but without discovering
anything that might lead to the capture of
the Celestial Buccaneers. The Inspector
then went down to Macao, arriving there
on Thursday afternoon, and was towed from
that place to Hongkong by one of the
Hongkong, Canton, and Macao Co.'s steam-
ships, arriving here yesterday morning.
The Junk laden with bricks, which was at-
tacked about the 20th instant, has been
discovered in the Canton river, with seven
men on board, all of them seriously wound-
ed by stinkpots. We further learn that a
Thursday morning last, a junk was arrested
in Macao, by the Portuguese Authorities,
with regard to whose criminal character
there could be no question. Last night
the two above named gunboats returned,
without having accomplished anything, be-
ing unable to take advantage of the in-
formation conveyed to them by Inspector
Daly, through their running short of coals.
—Press.

THE Ceylon *Examiner* of Feb. 25, has the
following notice of an outrage at Jaffna:
"We understand that a very serious riot oc-
curred in Jaffna last week. A Policeman
had been cruelly assaulted by a large num-
ber of Fishermen, and two gentlemen on
their way home from dinner, hearing that a
further assault was contemplated, proceed-
ed with a reinforcement of the Police to the
spot. Here they were surrounded by many
hundreds of Fishermen, who with stones
and sticks assailed them, and assaulted
them in a fearful manner. One of the gen-
tlemen, Mr. Thwaites, the Deputy Quarter
Advocate, was so severely injured that his
life is despaired of. Several of the Police,
including Mr. Parris the Inspector, are also
suffering from the injuries they received.
The origin of the assault is not known; but
probably it was an exhibition of the conti-
nent hatred which the people of Jaffna
have for some time entertained towards the
Police. We trust we shall soon hear of the
apprehension and conviction of the rufi-
ans. Nothing short of severe *lashing* on
the spot will satisfy the public for this
gross outrage."

ENGLISH NEWSPAPERS IN FRANCE.

(*Full Mail Gazette*, Feb. 5.) People passing to and fro the City who are in the habit of using the great hall of the General Post Office as a thoroughfare, should they chance to pass through there at half-past five in the afternoon witness a rather exciting scene. The ordinary box for the reception of newspapers is then communicated by means of an inclined plane with some large wicker baskets below. Men and boys arrive staggering under huge and bundles of papers, which a couple of stout porters posted on either side of the trap seize hold of and empty down the aperture. As the time for closing the trap draws nigh and the pressure increases bags and all are precipitated down the inclined plane. Hundreds of single papers, too, flying over the heads of the crowd, disappear through the opening with a precision which proves them to have been thrown by experienced marksmen. At length the hour of six commences to elapse—the two-terrible charge by the rear guard to reach the front; three, four—volley after volley of papers discharged, for the most part with unerring aim; five, six—a sharp crack and the trap is closed.

Meanwhile the sorters are hard at work, and the papers, being packed in bags marked with their place of destination and duly sealed, are transferred to post office vans and sent for conveyance to the various railway stations. Our business is only with those which are to cross the Channel to-night by the *Maid of Kent*, now getting up its steam alongside the Admiralty pier at Dover. About a quarter to eight van No. 1, bringing some thirty bags, arrives at the Cannon-street station, where a couple of mail tenders are in readiness to receive the letters and newspapers for the Continent. At twenty minutes past eight van No. 2, attended by a post office guard in scarlet and gold, makes its appearance; and some few minutes later, while station master and guard are anxiously consulting their watches, the last van gallops up, bringing something like eighty additional bags, which are hastily flung in the mail tenders, the guard in scarlet and gold jumps in after them, the station master waves his lamp, and the train rushes down the line to Dover.

The same changes to the other side of the Channel to the courtyard of the Chemin de Fer du Nord. It is early morning, and drawn up among the files of cars are several vans belonging to the Paris Post Office. The arrival of the mail train is signalled, and soon afterwards, at twenty minutes past seven o'clock, it halts alongside the platform. The letter and newspaper bags are in due course transferred to the vans, which are driven off to the Hôtel des Postes in the Rue Jean Jacques Rousseau, where the letters are forthwith sorted and delivered, though not so the newspapers. Of the latter a single copy of each—save the *Times* and the *Daily Telegraph* (the former because it is feared, the latter for reasons which are not so obvious)—is selected, and, after the wrappers have been carefully removed, sent by a trusty messenger to the Ministry of the Interior, the ministerial entrance gates of which almost face the palace of the Elysée. Here, in some little private cabinet attached to the Fourth Bureau, devoted to the examination of foreign newspapers, a gentleman born, it is said, in France, of English parents, is in waiting to ferret out every line in the English newspapers which he thinks will be displeasing to the Imperial Government. When his eye lights upon a doubtful paragraph he picks it with a little blue pencil, and on the completion of his labours submits the result to the Minister's chief secretary, who is thoroughly conversant, not only with the English language, but with the politics and standing of the chief English newspapers. After he has examined the marked paragraphs his flat goes forth, and, in accordance with it, the papers are either at once delivered to their addresses or else they are "soured" in other words consigned to the vaults beneath the ministerial hotel.

Recently established English journals, only one or two copies of which happen to be forwarded to France, usually elude the vigilance of the post-office authorities for the first few weeks, but sooner or later they are brought beneath the notice of the Ministerial Fourth Bureau. We have lately heard of an English satirical journal of which only a couple of copies of its earlier numbers sent to two of its contributors crossed the Channel. If these copies were delivered at all, it was invariably found that one or the other was ticked with one or more faint blue pencil marks. The first week this occurred the contributor whose copy was so marked alluded to the circumstance in the following number of the publication, and expressed himself somewhat contemptuously of this system of surveillance. What was his surprise to receive his number not with a blue tick against his printed exposure of the *modus operandi* of the Ministerial Fourth Bureau, but against the paragraph immediately beneath it, reviving an old French joke on the Legion of Honour, which maintained that the order was given in France to every male child at his birth and taken after he had grown up the grave of his doing anything to distinguish himself. The examiner pounced upon this harmless joke and marked it with his blue pencil; but the Minister's secretary, who had no doubt heard what we all know now, that the Marquis de Maubrun and M. d'Argentan, a late respected governor of the Bank of France, had both trailed the cross of the Legion of Honour at their birth, thought the famous red ribbon could stand a less offensive stroke of satire, and consequently the journal escaped seizure.

When a foreign newspaper is confiscated by French Government it is useless to apply for the reasons for seizure. Written communications meet with no response, and personal communications, though received with courtesy, yield no satisfactory result. We know, however, an occasion when the authorities made an exception in favour of an English newspaper circulating largely in France, which on one particular occasion had been pounced upon. The representative of the journal in question, having presented himself at the Ministry, in accordance with an invitation he had received, was shown into a handsome waiting-room, the furniture of which, together with the paintings on the walls, was of the period of the first Empire. After a brief delay he was conducted up staircases and along passages past numerous little bureaux lined from floor to ceiling with the well-known green official paste-board boxes, through the open doors of which bureaux most of the occupants might be seen leisurely smoking their morning cigar or cigarette. At length he reached the mysterious Fourth Bureau, where the secretary, to whom he was introduced, proceeded to impress upon him the

importance of the concession he was then making, "for," said he, "we invariably do our best to give you the slightest information. It is only thing you know," added he with singular candour, "to order a paper to be seized, but it is quite another to be in a position to adduce satisfactory reasons for the step." He then proceeded to point out the objectionable paragraph, consisting only of a couple of lines scored at the side with the ominous blue pencil mark. As the number of papers seized was considerable, the projectors were anxious to recover them, or at any rate to ascertain the names and addresses of the persons to whom they had been sent, that new copies with the offensive paragraph omitted might be forwarded to them, and a negotiation forthwith ensued as to the terms on which the confiscated papers would be given up. The projectors' representative suggested that the two objectionable lines should be cut out, and the secretary was roundly told of all delicacy of the French Government, and that the only French Emperor as a chieftain had been allowed to circulate after the objectionable cartoon had been torn out. This suggestion was, however, instantly overruled; and the representative then proposed that the two lines to which exception was taken should be effectually obliterated by being blackened over. "You surely are not serious in making that suggestion?" cried the projectors' representative. "It cannot be obliterated for one moment! Why, it is the Russian plan!" Eventually it was decided to give the papers up on a pledge that a "cancel leaf" should be printed before they were sent back to France.

At a stated hour the papers were to have been ready, but when application was made for them they were still repassing among the hands of the projectors. The projectors of other foreign journals in the collection of the ministerial hotel, and thither the applicant was invited to proceed to assist in the search. Descending a narrow flight of stone steps he found himself in the regions of the French Minister's cuisine, among his excellency's kitchens, storerooms, coal, wood, and wine cellars. Scores of copper stewpans lined the walls of the former, dozens of cooks and scullions were hurrying to and fro; the soup for the Minister's dinner was simmering in the "marmites," and with the entrance which his excellency's head cook was just then busy with, gave forth an agreeable and appetizing odour. Entering a large vaulted underground chamber the visitor saw around him by the dim light of two or three small lanterns with which the garçons of the hotel had provided themselves a little mountain of newspapers—heaps upon heaps of the *Daily News*, *Full Mail Gazette*, *Sunday Review*, *Morning Star*, *Gazette de Cologne*, *Elbeitz*, *Belge*, *Le Franciscain*, &c. Owing to the imperfect light, the numbers of the particular journal for which search was being made were only discovered with great difficulty among the paper piles that rose up on either hand. At length the search was concluded and a cab filled with the spoil. "Au revoir," said the affable secretary to its custodian as the vehicle drove away; "had you been only a few days later the whole would have been made into pasteboard or packing paper."

Towards evening France from England are not interrogated as to whether they have any foreign newspapers in their possession, but those coming across the Belgian frontier are invariably questioned, and have their luggage searched as well. It was only the other day that the editor of the Belgian newspaper *La Franciscain* complained to the authorities that the authorities had taken from him, when he crossed the frontier, an old number of *Elbeitz* *Belge*, in which he had wrapped a pair of patent leather boots.

DR. CUMMING'S LAST.

(*Full Mail Gazette*.)

The great and celebrated river Euphrates, according to the most recent authorities, such as General Chesney and Captain Felix Jones of the late Indian Navy, is in a very unsatisfactory condition. Whole reaches in its central and lower course are choked with marshes; the river bed is so narrowed and much difficulty, and the country traversed by it is now a mere succession of dreary *looseless swamps*. Under these circumstances it is a matter of great regret to learn on the latest authority that this river is now being dried up. We have generally been wont to look upon Mr. W. P. Andrew, the chairman of the Euphrates Valley Railway Company, and a very dry man, as the human instrument destined under Providence to effect this desirable desiccation; and that by means of embankments, culverts, tile-drainage, pumps, sand and gravel, and other ways and means belonging to the secular art of engineering science, to say nothing of gunpowder and dynamite, from the Ottoman Government. But Mr. W. P. Andrew has not even got to Jabber Castle as yet, the terminus of his first section; he has not even begun his permanent way; wherefore the deferred hope of many shareholders is making their hearts sick. Now, however, it seems that the preliminary operations are all being done for them. The celebrated Dr. Cumming has publicly stated that the river is being dried up, and he has given his reasons for holding that opinion. The reasons and the opinion must be worth hearing, and they must impress many minds, else how would they get into the public prints at all, or be deemed worthy of notice by the writers of newspapers? Now this is the nature of them. The drying up of the Euphrates is that which is said in the newspapers to be the death of the sick man. Palestine is a home; and it is also a key, the key to all Asia; but that is lower down in the discourse. The question is, who is to have Palestine? The Sultan is allowed to keep it just now, as an old "female" is allowed to stay in a house to let, in order to light the fires—and here we have to pause and admire the world's female use instead of woman. Dr. Cumming observes more deaths than births at Constantinople, as observation we should consider out of the power of any man who was not a midwife and sexton at once in that unsatistical city. He observes that the old Turks are leaving Europe for Asia—to which he might add as a qualification, that young Turkey is leaving Asia for Europe—nay, for Hammarasmit itself. He observes that the Turks are abandoning their old customs, for he saw them twice last year in "saloon" of our embassy, wearing unbecoming among the ladies in evening dress who frequent those objectionable resorts. The Prince of Wales spoke to the Sultan about protecting Christians, and the Sultan spoke up to the Prince in reply. These, then, said the Doctor, are proofs that the great river Euphrates is being dried up. We wish the congregation joy of proofs. These too, may we, it is meet for us to take as a notable specimen of that logical con-

struction in which the human mind might be expected to find itself during Dr. Cumming's millenary. It is a proposed which should carry him to the soul of Mr. Robert Jones, a statesman who objects to our common work-a-day premillennial logic as an instrument of human education. Let us every those whose earthly lot it is to enjoy pre-emption of the intellectual delights of such a future state, a millennium of unreason, to be attained by the simple process of letting the Euphrates dry up, and commencing with our text from the Turks and the Euphrates when there are the frogs and France waiting for us—the three unclean spirits which, like frogs, are to desolate the whole earth! Be it known that those three frogs are France, because Bishop Villiers and many of the "best commentators" have noticed that, though the present armorial symbols of France are the Napoleonic eagle, still the old arms of France were three frogs, inasmuch as three frogs were the heraldic emblem of Charlemagne and of Clovis. There are many popular reasons for connecting frogs with France, but we should first like to be allowed to "allude to an individual," a certain individual whom many may know as being in the habit of referring a good deal to Charlemagne in a certain weekly contemporary, and of betraying an impatient and resentful spirit when he is spoken of by that definition, such as we hope so learned, ripe, and respected a scholar as our good Doctor Cumming may not have to encounter after this pleasant little historical outbreak. As for Bishop Villiers and the "best commentators," we shall have no pity for them if they ever come to be thoroughly well-Frenchified for what they have done, richly deserving it as they do. Let them be tossed to the Saturday lions, and let their bones be crushed. But Dr. Cumming belongs to the millennium; he is not of this world, and does not need serious treatment, neither about Turks, nor frogs, nor prophecy, nor anything. He simply fulfils the part allotted to him in the scheme of nature. He lives in turbid water, because he and his like cannot live in clear water. It is necessary to say, explaining him and treating him, that this is not to be taken, nor is he answerable for himself, for the reason of the continued existence of such a being is the impurity of the medium in which he moves and dwells. He lives in a dense circumstantial atmosphere of intellectual turbidity, of ignorance, of gross superstition, of craving after spiritual drink and gambling, which is a shame and discredit to this country, and which is alone responsible for Dr. Cumming. Cleanse the atmosphere, and his life will be perfect. We shall then lose the entertainment of his lively movements and his curious effrontery, but the world will be rid of a great present affliction.

HOW COINS ARE MADE AT THE JAPANESE SILVER MINT.

An English writer says:—"If we could gain admission to the silvermint at Yeddo we should see the following process continually going on. A lump of silver, of the necessary dimensions, obtained either from the Government mines or by melting down Mexican dollars, is placed in an iron ladle and reduced to a molten state by means of a charcoal fire and a pair of blacksmith's bellows. It is then poured into a mould, from which it is taken out in the shape of thin, rectangular bars, which are immediately thrown into a tub of cold water. On being taken out, the bars are sorted on the ground sheets off with a pair of large fixed scissors all jagged pieces adhering to the angles. They are now handed to another man, who weighs them one by one, and a piece is cut off, if necessary, to reduce the bar to its proper weight. The next process is that of dividing the bar by a fixed pair of shears into eight equal portions of the size of lillibris; this is done by a workman cutting it as accurately as possible with a pair of shears, and his work is tested by weighing, light pieces being rejected, and the heavy ones reduced to their proper weight by the shears. The pieces are then heated white hot in a charcoal fire, plunged into water, boiled, and washed in a kind of brine, from which they come out with a moderately bright surface. They are next very slightly milled on the two sides, and more deeply on the one side, by means of a mill, which is a large wheel, by means of which the pieces are rolled out. They are then ready for stamping. A man places one of the pieces on a stationary dye, and lays on the top the other dye, and a second man, armed with a large hammer, gives one blow on the upper dye, and the coin is struck. The blows are dealt in rapid succession, and the whole scene reminds one of a blacksmith's shop. Boys now punch small stars on the edges by means of chisels and hammers. The coins are weighed one by one for the last time, and the mint is rejected. The imperial stamp is added by means of another stamped die and mallet, and the coins are complete. They are rolled up in paper packets of one hundred, each packet is weighed and marked with a seal, which serves as a guarantee of its contents, and gives it currency as 100 lillibris. While every operation is performed in this primitive manner perfect order prevails in the establishment, and the mint is a scene of perfect order in the silence, and with the regularity of clockwork, and many evince considerable skill. There are about three hundred hands employed in the building. When the men enter in the morning they are made to divest themselves of their own clothes, and put on others belonging to the Mint. At the end of the day's work a gong sounds, when the somewhat curious spectacle is presented of three hundred men springing from the ground on which they had been seated, throwing off their clothes, and rushing, a naked throng, to one end of a yard. Here they pass through the following ordeal in order to prove that they have no silver on them. Their back hair is pulled down and examined, they wash their hands and hold them up to view, they drink water, and then halloo, and, lastly, they run to the other end of the yard, clearing two or three hurdles on their way; after which they are allowed to put on their own clothes and depart. Mr. Sydney Loebeck, Her Majesty's Secretary of Legation, from whose report of this year these statements are taken, believes that the Mint has only been twice entered by foreigners, and states that the apparent absence of restrictions with regard to touching and handling the coins presents the probability that it is not often open to the public; but he remarks that, even if it were, the manners and customs of the country are not such as would preclude a mixed assemblage of visitors from going over it and remaining to the end. The quantity of silver being coined daily at the beginning of this year was 50,000 monme, which at the rate of 2.5 monme to the ichibu would give a daily total issue

of 21,000 bus, or about £1500. The whole of these are produced by the simplest manual labor, unaided by a single piece of machinery.

THE PRISONERS AT MAGDALA.

The following is a letter received from Lieut. Pradeaux:

Magdala, Dec. 23, 1867.—"Since I last wrote messengers have arrived from the coast, bringing full particulars of all that we most wanted to know. I am very glad that Government has made up its mind to do the right thing at last. The only thing is that the force is much too large, and will, I fear, be rather unwieldy in a country like this. Three thousand men would have been amply sufficient, and if the Bombay Government had been left to make all the preparations, the whole affair might have been over by this time. We were much amused at the amount of ignorance concerning this country displayed by some of the newspaper correspondents. I presume, however, that the Government is better informed. It is true the country is rather difficult for troops, but a few sappers would soon set the roads to rights, especially if no wheeled carriages are brought. As for the guinea-worm, about which such a fuss is made, it does not exist in the country at all; and the tape-worm only affects those who indulge in "brando" feasts. Some writers think this country is the exact counterpart of Sierra Leone; on the contrary, it is one of the healthiest countries in the world. Were it not so, do you think Stern and Cameron could have survived the tortures and exposure to which they have been subjected these last four years? The first three days are bad, I must confess, but directly the soldiers enter the highlands they will be delighted with the climate. It will be considerably too cold for Jack Sopers, I am afraid; but the British soldiers will look on the whole affair as a pleasant sort of picnic. In short, the climate and exploration of a new country are the only attractions which the expedition possesses; there will be no fighting or glory, no V.C.'s or brevets to be gained, and no prizes awarded. All this noise, and the full details which are given in the newspapers, especially the Bombay ones, have, of course, put us in a considerable state of excitement. The only drawback is our own uncertain future; but we all hope for the best. The King is in Waddala, and if pressed, could jump on his horse and be here in a couple of days; but his big guns will, of course, delay him much longer. However, we will dread seeing him before Tommy Atkins, as he naturally would like to have us in his hands when the crash comes, to do as he likes with us.

The last fortnight has been so barren of news that I really do not know what to write about. We are all full of the news we have received and the movements of the King. We do not expect the army to commence its march till the beginning of January, and in that case they cannot be here till the middle of February, so we have still several weeks of anxiety before us. The King, from what we hear, is very favourably disposed towards the Europeans with him, and will probably chain them when he arrives here, if not before. He has chained the son of the late Mr. Bell, who saved the King's life and lost his own on the same day. What the poor fellow has done I am sure I don't know. He is only about sixteen, and probably his crime is that he is the son of a white man. So much for Abyssinian gratitude! When the King marches the peasants flee before him, so he has not many people to burn now. It is said, however, that his latest amusement is to thrust a sharp tent peg through a man's entrails, and when he has thus fixed him to the ground to drive his gun-carriage over him. What a very nice man to know!

THE "HERCULES."

The *Telegraph* declares that when the *Hercules* is floated out from her dock the strongest and most formidable vessel in the world flies the standard of England. What the artificers will answer to such a tremendous challenge as the *Zerens* one cannot tell; perhaps a 1,000-pound shot from a 25-ton gun would "rack" her to pieces; but the difference which exists between a ship's side and a stationary target renders her for the present the *Queen of the Sea*. Unless her enemies could somehow swarm on board her, she would steam through the line of battle of any ordinary ironclad, taking their missiles like taps of a lady's fan, and with every thunder of her guns returning wholesale death to her would she did not crash through with her terrific ram. She is a fleet in herself, and for the time at least she redresses the old naval balance, making us once more the chief naval Power—that is to say, if she can take the sea, for there are all sorts of new problems about these metal behemoths, and Kiah's Ark could not have been a more difficult craft to navigate than the *Hercules*. One surprise after another, and the *Hercules* is a most interesting study. In this mad era of brute weight and thickness there is no resting-place. Science stands apart, containing this crude and rude idea of "iron upon iron"—while the more war-ships are made into sea-going "safes," the less chance there is for seamanship. Note, too, that this monstrous vessel can only steam for three days, and thus, huge as she is, she may be out of the way when she is wanted, and for lack of a fair wind she will then be about as useful as if in dock. Next we know yet how such a colossal superstructure of iron and steel will hold together in a seaway; every roll will be like the wallow of a mountain in an earthquake—when cliffs and crags are shaken off, how will ribs and knee-joints support such a trial? However, the worst of this unfortunate war fever is that we must be prepared if it is of no use to sit still and squabble about turret and broadside, for built something or other, we must. If the *Hercules* never fires a gun in anger, she will, perhaps, have done us a service; for until some mightier man-of-war shall outnumber the complaining waves, there can be no broadside fleet extant, and not many fighting craft of any kind, that could come within hail of the *Hercules* as an enemy and take the news home again.

MISCELLANEOUS.

We read in the *Full Mail Gazette*:—"It is all very well for England to pretend that the only object of the Abyssinian expedition is to rescue the captives, but French journalists are much too clever to be deceived by our hypocritical assurances. M. Girard, in the *Charivari*, expresses in a familiar form what is with many of his countrymen a serious state of things. He pictures Lord Stanley, with tears in his eyes, and his voice broken with sobs (the Foreign Sec-

retary being apparently confounded with Mr. Walpole), expatiating to a circle of diplomatists on the sufferings of the prisoners, and the reluctant regret with which England has gone to war. Suddenly a telegram arrives stating that Theodoros, alarmed at our preparations, has conceded all demands. Although disconcerted for a moment at this awkward news, which would at once take away all excuse for the expedition, the Foreign Secretary quickly recovers his composure, and declines to put any faith in telegrams, which are so often inaccurate and misleading. As he hurries off to take counsel with the First Lord of the Admiralty about additional reinforcements for Abyssinia, he meets John Bull at the door, anxious to learn the truth of the news. Lord Stanley drops the mask he has worn before the diplomatists. "Between ourselves, John," he says, "you don't suppose I trouble my head about the prisoners. What we want is a firm footing in that magnificent natural port of Massowah. With Aden and Perim, that will make absolute masters of the Red Sea. The French may now think that I am a cannal, if they like the job. They have already done good service for the King of Prussia; let them work a little for England now. In consequence, John, it's not against Theodore we make war, but against M. de Lesseps." "Ah, oh," replies John, winking; "I see now. All right."

It will be recollected that from time to time, for some years past, it has been asserted that false lights, enticing coasting vessels to their destruction, have been exhibited on the northern coast of Durham, in the neighbourhood of Whitburn. In consequence of the numerous wrecks which have occurred there, the London Trinity House has undertaken to erect a lighthouse at Souter Point. Three or four vessels having been lost this winter on Whitburn rocks, instead of reaching Shields harbour, whether their masters imagined they were being guided by the lights, it has been again alleged that false lights have been shown to mislead them; and Captain Kirby, of London, who had formerly traded out of the Tyne, being on a visit to the neighbourhood, undertook to examine that desolate line of coast, and endeavour to clear up the mystery. In the course of his explorations he came upon a deserted hut in Freshwater bay, near Souter Point, and found concealed in its chimney a pole, with a mop of porcupine steeped in pitch and tar attached to its end, exactly like the pitch mops used on board ship. The subject will now be formally investigated by the Tyne Pilotage Commission.

A LOST PASSAGE.—The report of Captain Castle relative to speaking a vessel at sea, 320 days out from Glasgow, bound to New Zealand, seems almost like a fable; but is, nevertheless, strictly true, as the following particulars from his journal will amply verify.—The steamer *Parvosa* was laden with general merchandise, and a quantity of coals supposed to suffice for steaming through the calm belts was placed on board, but it was under sail principally; she was expected to make the voyage from Glasgow to Dunedin. She was in charge of Captain Graham, who sailed on October 29, 1867, but on getting to sea he found a twin screw steamer waiting but fast when under sail.

After beating about the Atlantic until the following April he put into Sumatra with provisions and coals expended, and the vessel's bottom became a thrummed mat from the marine accumulation on it. She lay there long enough to communicate with Britain; and two engineers being sent out, after four months' respite she again essayed the pathless track on July 21, 1867, and on September 22 in 3° 9' N. 13° 12' E., she was spoken by the *Hampshire*. It appeared that for the previous three days no cooked food had been made use of for the very simple reason that there was no fuel left with which to light a fire, everything combustible having been expended, even to the fragments of the cases in which cargo was stowed. Her bottom was as foul as ever; and being of light draught, twin screws were a terrible drag to her sail, though of course they could not be unstipped. Some idea of her course was obtained from the second officer sent in charge of the boat who stated that she had crossed and recrossed the line nine times, and was at one time as far S. as 5°.

The master's intention was to attempt, if possible, to make Penang the next port of call. Captain Castle furnished the *Parvosa* with a few hundred weight of coals, which was all he could spare, and recommended Captain Graham to keep a look out for a vessel which sailed in company with the *Hampshire* from Wales and laden on ship's account, bound south. According to a rough calculation it will take her four years to reach her final destination.—S. A. *Advertiser*, December 17th.

PURSCAT to notice, an English service in celebration of the thirty-eight anniversary of the Calcutta Balaiah Samaj was held lately by the Brahmins of Calcutta, on which occasion, we are told, that an immense crowd assembled to hear the sermon delivered on the occasion by Baboo Kesu Chandra Sen. Brahmins were obliged to remain disappointed, owing to the impossibility of obtaining entrance into the hall, which was filled to suffocation. His Excellency the Viceroy, Lady Lawrence, and two Messrs. Lawrence, Sir William Muir, Sir Richard Temple, the Hon. Mr. Justice Phear, Mrs. Phear, Dr. Norman Macleod, Dr. Aitchison, Lieutenant Colonel H. Hyde, Mr. H. Beverley, Lieutenant Colonel Macleson, and other European gentlemen were present on the occasion. Among the Indian congregation was a large number of influential and wealthy Brahmins. The sermon was listened to with profound attention throughout. The delivery was something surprising for a native preacher, whose eloquence was characterised by fervent and genuine piety, and the Christian portion of the audience, it is said, seemed to be favourably affected.—*Englishman*.

FRANCE'S THROTTLED MURDER.—The French soldiers at Civita Vecchia having suffered from the cold and malaria of that place, the other day rose in desperation and surrounded the officers, declaring that, though they were willing to march against the enemy, they would not stop there to perish, and that the Emperor might send his Guard instead, if he had nothing better for them to do. General de Failly, and the other superior officers, had great difficulty in allaying the tumult, which was instantly reported by telegram to the French Minister of War, and orders were received from the Emperor to break up the camp, and quarter the troops in Viterbo and the surrounding towns.

MR. TENNYSON is to have £2,000 for 12 poems in *Good Words*.

THE Foreign Affairs Congress Committee still hesitate to take any action on the subject of protecting naturalized citizens abroad, and has asked the State Department for information on the subject.

Misc

CHINESE

By S. WELLS

Published at the

638 PP. DEMY

FIFTH

Original Publish

The following is

tests of this Book

CHAP. I.

Four Treat

1.—Treaty with

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2.—Treaty with

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Supplement

CHAP. II.

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CHAP. III.

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1.—Port of Can

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CHAP. IV.

Foreign Com

1.—Intercourse

2.—Treaty betw

Japan.

3.—Ports open

Nagasaki

Kanagawa at

4.—Japanese Coi

5.—American Co

CHAP. V.

Moneys, Weig

1.—Chinese Curr

2.—Chinese Curr

3.—Chinese Curr

4.—Measures of

5.—Measures of

6.—Chinese Curr

7.—Chinese Curr

CHAP. VI.

Western Mon

1.—Annexation

2.—Port of Soig

3.—Treaty with

Siamese Mon

4.—Netherlands

5.—Philippine

6.—Malayan Stat

7.—Burmese Mon

8.—Indian Presi

9.—Ceylon.

10.—English and

11.—United States

CHAP. VII.

Tables on Pri

1.—Comparison

2.—Relation to

3.—Relation to

4.—Comparison

5.—Measurement

6.—Bullion Oper

APPENDIX.—Contin

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Japan, Malacca, &

of Chinese Vessels

Sailing Directions; an

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The author in his

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Shipping in Harbour.

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS.							
Azof	W Johnson	Brit. str.	476	March 25	P. & O. S. N. Co		
Bonares	W McCulloch	Brit. sh.	1401	March 27	P. & O. S. N. Co		
Formosa	W Hockin	Brit. str.	700	March 27	P. & O. S. N. Co	Swatow, &c.	
Fung Shuey	W Watson	Amer. str.	740	Feb. 4	A. Heard & Co		
Ganges	W Cates	Brit. str.	1200	March 23	P. & O. S. N. Co		
Hoogly	W De Bovis	Feb. str.	1067	March 24	Messageries Imperiales	Suez, Galle, &c.	
Kan Ka Kee	W Yeaton	Amer. str.	313	March 24	A. Heard & Co		
Malta	W	Brit. str.	980	March 21	P. & O. S. N. Co		
Scotia	E Hamlin	Brit. str.	1260	March 23	Jardine, Matheson & Co		
Shaftesbury	W Lutken	Russ. str.	524	March 25	Landstein & Co	S'pore & B'bay	
Yesso	W Ashton	Brit. str.	580	March 25	Douglas LaPraik & Co	Swatow, &c.	
SAILING VESSELS.							
Abbott Lawrence	E Bramhall	Amer. sh.	1516	March 12	Messageries Imperiales	Manila	
Adeline	E Darko	Brit. sh.	280	March 17	Beynvaan Brothers & Co		
Anne	E Patrie	Brit. sh.	304	March 24	John S. McDonald		
Annetta	W Hill	Brit. sh.	386	March 21	Aug. Heard & Co		
Ariel	E Keay	Brit. sh.	963	March 23	Gibb, Livingston & Co		
Belvidere	W Hower	Amer. sh.	1321	March 20	Captain		
Cary & Jane	W Jansen	Hamb. bk.	412	March 7	Bourjau, Hubener & Co	Callao	Early
Charmian	W Sanders	Brit. bk.	668	March 17	Birley & Co	Manila	
Condor	W Schmidt	Prus. bk.	244	March 25	Siemens & Co		
Contest	W Reynard	Span. bk.	330	March 5	Chinese		
Cowper	W Sparrow	Amer. sh.	1079	March 16	Captain	San Francisco	Early
Dagmar	W Rhunstrom	Russ. sh.	800	Feb. 29	Order	Saigon	
Dayspring	E Middleton	Brit. bk.	393	March 19	A. Hogg	Saigon	
Eliza	W Sedgley	Brit. sh.	1378	March 1	Olyphant & Co	San Francisco	Early
Glenlee	W Burditt	Russ. sh.	635	January 9	Landstein & Co	S'pore & B'bay	Early
Gloria	W Puister	Dut. sh.	177	March 24	Bosman & Co		
Golden Fleeco	W Gail	Brit. sh.	356	March 10	Gilman & Co	Saigon	
Golden Spur	W Rohland	Brit. sh.	657	March 10	Gilman & Co		
Jeanne Alice	W Moutier	Frch. sh.	1209	March 11	Order	Portland	
John L. Dimmock	W Wenschell	Brit. str.	1047	March 26	Captain		
John Norman	E Gardiner	Brit. sh.	513	March 18	A. Heard & Co		
Josephine Amedie	W Lugarde	Feb. sh.	120	March 16	Derode Freres		
Liguria	W Fassa	Ital. sh.	843	Dec. 1	Reynvaan, Brothers & Co	San Francisco	Immediate
Maria Therese	W Bonneson	Fch. bk.	602	Dec. 12	Carlowitz & Co	Surinam	Early
Maria Louisa	W Arresis	Span. bk.	360	March 11	A. Heard & Co	Manila	
Minerva	W Carrera	Span. bk.	250	March 1	Remedios & Co		
Navarino	W Wettrig	Brit. bk.	408	March 21	Smith, Archer & Co		
Nevelie	K Jackson	Brit. sh.	715	Feb. 19	Turner & Co		
Onward	W White	Brit. sh.	606	Feb. 8	Rozario & Co	Sydney and Melbourne	
Race Horse	W Kruse	Siam. sh.	387	March 1	Chinese		
Resolute	W Ezziere	Siam. sh.	856	January 1	Chinese		
Santa Anna	W Gavito	Span. bk.	402	March 26	Remedios & Co		
Seaman's Bride	W Roth	Siam. bk.	314	March 17	Chinese		
Spitfire	W Mills	Brit. sh.	440	March 22	John Burd & Co		
Sultan	W Howard	Brit. bk.	399	Feb. 8	Order		
Sumatra	E Kinsman	Amer. sh.	1073	July 29	A. Heard & Co		
Thetis	K Oeltermann	Olden. bk.	240	March 4	Landstein & Co	Nagasaki	Immediate
Vesta	W Tetens	Hamb. bk.	240	March 11	Siemens & Co	Pelew Islands	
Willy	W Rohkar	Brem. sh.	270	March 23	Chinese		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Canton	Godt	Prus. bk.	234	March 17	Siemens & Co	Chefoo	
Caroline	Paulsen	Prus. sh.	240	October 8	Bourjau, Hubener & Co	Bangkok	
Catharina	Drecher	Dan. bk.	321	Sept. 23	Bourjau, Hubener & Co	Saigon	Immediate
Chuanze	Shewen	Brit. sh.	560	Feb. 21	Deacon & Co	London	
Chuanze Mathilde	Lalae	Hamb. bk.	414	March 27	Siemens & Co	Ningpo	Early
Merchantman	Jacobson	Prus. bk.	300	March 16	Olyphant & Co	New York	
Merchandise	Mourelan	Brit. sh.	1018	March 28	Jardine, Matheson & Co		
Mirage	Ruan	Brit. sh.	718	March 22	Q. Acheong		
Orissa	Hall	Brit. str.	1606	March 24	P. & O. S. N. Co		
Vision	Cuminis	Brit. bk.	169	March 28	Bosman & Co		

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on March 18.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Adolins	Dennett	Brit. sh.	730	March 17	Cardiff	Order	Russell & Co
Alicia Anne	Kirbey	Brit. bk.	300	January 8	Rio de Janeiro	Order	Wm. Patast & Co
Andrew	Krab	Dut. sh.	632	Feb. 13	Cardiff	Order	Order
Andrew Jackson	MacCallum	Amer. sh.	1263	Feb. 27	Newport	Order	W. R. Adamson & Co
Aurora Australia	Ridd	Brit. bk.	608	March 4	London	Order	E. Schellhas & Co
F. Rock	Dunker	Brom. bk.	649	Feb. 16	Cardiff	Order	Gibb, Livingston & Co
G. Havelock	Cayse	Brit. bk.	851	March 4	Cardiff	Order	Order
Hop	Henderson	Brit. bk.	463	March 16	Shields	Order	Bourjau, Hubener & Co
Isabella Ridley	Watson	Brit. bk.	616	March 5	Cardiff	Order	Fraser & Co
Layard	Watson	Brit. sh.	175	March 15	Newcastle, N.S.W.	Order	Jardine, Matheson & Co
Leander	Petherick	Brit. sh.	882	March 12	London	Order	Shaw, Brothers & Co
Magellan	Crobie	Brit. bk.	613	Feb. 24	Liverpool	Order	Fraser & Co
M. W. Sass	Arentzen	Dan. bk.	304	March 14	Sydney	Order	Russell & Co
Neptune	Schfield	Brit. sh.	928	March 7	Newcastle, N.S.W.	Order	Tolpe, Nolting & Co
Pallas	Wulf	Hamb. bk.	470	March 8	Hamburg	Order	Jardine, Matheson & Co
Princess of Wales	Shepherd	Brit. sh.	690	Feb. 21	Newport	Order	Gibb, Livingston & Co
Tavistock	Tate	Brit. sh.	632	January 2	Shields	Order	Russell & Co
Tientsin	Jarman	Brit. bk.	254	March 3	Newcastle, N.S.W.	Order	W. R. Adamson & Co
White Adler	Moore	Brit. sh.	915	March 11	London	Order	Order

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS.				
NINGPO	J. Mathilde*	Hm. bk.	Siemens & Co	U'diate
CHIEFOO	Canton*	Pr. bk.	Siemens & Co	
NAGASAKI	Thetis	Old. bk.	Landstein & Co	
OTHER PORTS.				
LONDON	Chuanze*	Br. sh.	Deacon & Co	U'diate
NEW YORK	Mathilde*	Pr. bk.	Olyphant & Co	
SAN FRANCISCO	Liguria	Ita. sh.	Reynvaan Bros. & Co	
Do.	Cowper	Amer. sh.	Captain	
SYDNEY & MELBOURNE	Eliza	Br. sh.	Olyphant & Co	Early
SULZ, &c.—Feb. Mail	Hoogly	Br. sh.	Rozario & Co	
SINGAPORE & BOMBAY	Glenlee	Fr. str.	Messageries Imperiales	Early
Do.	Do.	Ru. str.	Landstein & Co	
CALLAO	Do.	Hm. bk.	Bourjau Hubener & Co	
SAIGON	Do.	Ru. sh.	Order	
Do.	Dayspring	Br. bk.	A. Hogg	
Do.	Golden Spur	Br. sh.	Gilman & Co	
MANILA	Do.	Sp. bk.	Aug. Heard & Co	
Do.	Minerva	Sp. bk.	Remedios & Co	
Do.	A. Lawrence	Am. sh.	Order	
Do.	Charmian	Br. bk.	Birley & Co	
SURINAM	M. Therese	Fr. bk.	Carlowitz & Co	
PELEW ISLANDS	Vesta	Hm. bk.	Siemens & Co	
PORTLAND	Jeanne Alice	Fr. sh.	Order	

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	H. P.	Captain.
Asbuelot	U. States	sloop	10	.....	Hatfield, Commander
Bouncer	British	gun-boat	3	60	R. M. Lloyd, Lieut.
Drake	British	gun-boat	3	.....	O. Crowdy, Lieut.
Flamer	British	naval hospital	—	.....	Attached to Melville
Forester	British	gun-boat	3	60	In Ordinary
Hardy	British	gun-boat	3	60	In ordinary
Janus	British	gun-boat	3	40	Keppel, Lieut.
Melville	British	naval hospital	—	.....	R. Bernard, D.M.I.G. &c.
Patino	Spanish	steamer	—	.....	Patero
Princess Charlotte	British	receiving ship	14	.....	Commodore Oliver Jones
Riflesman	British	surveying ship	—	.....	J. W. Reed
Sa de Baudouin	H. F. M.	steamer	13	.....	Rodrigues [at A'deen dock
Watchful	British	gun-boat	3	40	Harbor Tender to Comm.
Zebra	British	steam-sloop	7	.....	E. J. Pollard, Commander

MEN-OF-WAR AT CANTON.

Name.	Flag.	Rig.	Tons.	H. P.	Captain.
Cheng-ting	Chinese	gun-boat	3	.....	Bessard
Fee-long	Chinese	gun-boat	5	.....	Edwards
Hai-ching	Chinese	Customs' cruiser	4	.....	Folsom

HONGKONG, MACAO AND CANTON.

STEAMERS.

Vessel.	Flag.	Captain.	Tons.	Owners or Agents.
Faue, (110 h. power)	British	Stephenson	117	H. & W. Dock Company's Tug
Fire Dart	British	Carroll	380	H. C. and M. Steam-boat C. pany
Kim Shan	British	Haskell	456	Do.
Kiu Kiang	British	Benning	617	Do.
Lintin	British	Laid up	69	Acheong
Little Orphan	British	Benning	46	Union Dock Company Tug.
Poyang	British	Laid up	378	H. C. and M. Steam-boat C. pany
Prince Albert	British	Laid up	101	Q. Acheong
Sir J. Jeejeebhoy	British	Godall	140	Thomas Hunt & Co
Spaak	Amer.	Wilson	140	Thomas Hunt & Co
White Cloud	British	Graves	280	H. C. and M. Steam-boat C. pany

* Repairing at Hongkong.

RECEIVING SHIPS.

Vessel.	At	Flag & Rig.	Tons.	Captain.	Owners.
Fort William	Hongkong	B. sh.	1000	Townsend	P. & O. S. N. Steam Co
Mahamoodie	Fulchao	B. bk.	202	Oliver	Jardine, Matheson & Co
Maipo	Ningpo	B. bk.	341	Green	Jardine, Matheson & Co
Water White	"	B. sh.	437	Leaves	Captain Lewis
Lady Hayes	"	B. bk.	384	Partridge	Jardine, Matheson & Co
Wellington	"	B. bk.	472	Bennett	David Sassoon Sons & Co
Pathfinder	{ Takan, {	B. sh.	262		Jardine, Matheson & Co
Ternate	{ Formosa {	B. bk.			Dent & Co

Chinese Advertisements.

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Printed & Published by CHARLES ABRAHAM SAINT, Proprietor, at No. 3, Wyndham Street, Victoria, Hongkong.

Vol. XXIV.
No. 1503.

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